

Message Text

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DOT/TPI-40:RWBRONEZ

DOT/UMTA/UOA-1:FCHERRINGER

DOT/UMTA/UPP-1:CKORSKI

DOT/TAD-26:WPIEPER

EUR/CE-LHEICHLER

EUR/WE:KHSHIRLEY

IO/CMD:LKAHN

IO/OIC:FMCCORD

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R 262005Z AUG 74

FM SECSTATE WASHDC

TO AMEMBASSY BERN

AMEMBASSY BONN

AMEMBASSY BRUSSELS

AMEMBASSY PARIS

AMCONSUL DUSSELDORF

AMCONSUL MUNICH

AMCONSUL ZURICH

USMISSION GENEVA

UNCLAS STATE 187031

E.O. 11652: N/A

TAGS: ETRN, OVIP, XT

SUBJ: DOT OFFICIAL TRAVEL: URBAN MASS TRANSPORTATION ADMINISTRATOR
AND MR. ORSKI, SEPTEMBER 8-16

1. SUMMARY. THE ADMINISTRATOR OF THE URBAN MASS TRANSPORTATION
ADMINISTRATION (UMTA), MR. FRANK C. HERRINGER, AND UMTA'S
ASSOCIATE ADMINISTRATOR FOR POLICY AND PROGRAM DEVELOPMENT,
C. KENNETH ORSKI, ARE PLANNING TRAVEL FOR PURPOSE OF EXAMINING
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EUROPEAN TRANSIT DEVELOPMENTS AS OUTLINED BELOW. IN ADDITION,

HERRINGER TENTATIVELY PLANS ATTEND THE OPENING SESSION OF THE ECE COMMITTEE ON HOUSING, BUILDING AND PLANNING MEETING IN GENEVA ON MORNING OF SEPTEMBER 9. ADDITIONALLY, IN BONN, UMTA OFFICIALS WILL DISCUSS PROPOSALS TO HOLD A BILATERAL US-GERMAN EXCHANGE ON URBAN TRANSPORTATION IN THE SPRING OF 1975.

FYI: ADDRESSEE POSTS WILL BE ADVISED ONCE WHITE HOUSE CLEARANCE FOR MR. HERRINGER'S TRAVEL HAS BEEN OBTAINED. UNTIL THAT TIME, FOREIGN GOVERNMENT OFFICIALS SHOULD ONLY BE ADVISED THAT /A SENIOR UMTA OFFICIAL" AND MR. ORSKI ARE TRAVELLING.

2. OVERALL TRIP BACKGROUND AND OBJECTIVES. UMTA IS GIVING INCREASED ATTENTION TO THE POTENTIAL OF LIGHT RAIL SYSTEMS IN U.S. CITIES. THE TERM QTE LIGHT RAIL UNQUTE IS USED TO DESCRIBE INTERMEDIATE CAPACITY URBAN TRANSPORTATION SYSTEMS OPERATING PREDOMINANTLY ON THEIR OWN RIGHTS-OF-WAY AT SURFACE LEVEL AND IN TUNNELS. THE VEHICLES USED ARE MODERN STREETCARS. A MAJOR ASSET OF LIGHT RAIL AS A SOLUTION TO U.S. URBAN TRANSPORTATION PROBLEMS IS THAT IT MAY REQUIRE A LOWER LEVEL OF INVESTMENT THAN STANDARD RAIL RAPID TRANSIT, YET LIGHT RAIL OFFERS THE OPTION OF EVENTUAL URGRADING TO HIGH CAPACITY RAIL RAPID TRANSIT. TYPICAL EUROPEAN LIGHT RAIL SYSTEMS ARE THE GERMAN S-BAHN AND THE BRUSSELS PRE-METRO. IN ADDITION TO INSPECTING LIGHT RAIL SYSTEMS, HERRINGER AND ORSKI WISH TO DISCUSS WITH NATIONAL AND CITY TRANSPORTATION PLANNING OFFICIALS (1) THE SELECTION CRITERIA FOR MASS TRANSIT ALTERNATIVES, (2) FEDERAL AND LOCAL ROLES IN FINANCING MASS TRANSIT, AND (3) MOTOR VEHICLE TRAFFIC AND PARKING MANAGEMENT POLICIES INCLUDING AUTOMOBILE RESTRAINT MEASURES. SPECIFIC LOCAL DISCUSSION OBJECTIVES ARE GIVEN BELOW TOGETHER WITH SUGGESTED LOCAL CONTACTS. EMBASSIES NEED NOT RESTRICT THEMSELVES TO THESE CONTACTS IN PLANNING LOCAL PROGRAMS. UMTA TEAM WISHES TO AVOID TOURISTIC ACTIVITIES AND TO FOCUS ON MEETINGS THAT WILL BRING MAXIMUM INFORMATION GAINS.

3. PROPOSED ITINERARY, ACCOMMODATION REQUIREMENTS AND SUGGESTED CONTACT POINTS:

SEPT 6 - GENEVA

HERRINGER TO ARRIVE SEPT 6. WILL BE STAYING AT LONGCHAMPS AND HAS MADE HIS OWN HOTEL ARRANGEMENTS. REQUEST SINGLE HOTEL ROOM
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FOR ORSKI A.M. ARRIVAL SEPT 8.

SEPT 9 A.M. - GENEVA

HERRINGER TENTATIVELY PLANS ATTEND MORNING SESSION OF ECE COMMITTEE ON HOUSING, BUILDING AND PLANNING. HERRINGER PLANS TO PARTICIPATE IN EXTENDING ON BEHALF OF USG THE INVITATION TO ECE MEMBERS TO ATTEND THE 1976 ECE SEMINAR ON URBAN TRANSPORTATION (SEE STATE 175162 TO USMISSION GENEVA). UPON RECEIPT SEPTTEL

ON USDEL REQUEST MISSION CONTACT REINER AND ENDEAVOR TO SCHEDULE HERRINGER'S PARTICIPATION AT EARLY POINT ON AGENDA AS HE AND ORSKI DEPART GENEVA ON 1:00 P.M. FLIGHT FOR ZURICH.

P.M. ZURICH

OBJECTIVE: DISCUSS WITH ZURICH OFFICIALS CONSEQUENCES OF RECENT REFERENDUM N SUBWAY SYSTEM AND ZURICH'S SUBSEQUENT EFFORTS TO REORIENT ITS URBAN TRANSPORTATION PLAN IN DIRECTION OF LOW CAPITAL INTENSIVE SOLUTIONS. EMBASSY/CONSULATE SHOULD CONTACT SAM MAUCH, DIRECTOR OF PLANNING, BASLER AND HOFFMAN, TELEPHONE 539 880. MAUCH WILL PROVIDE NAMES OF OFFICIALS WITH WHOM EMBASSY IS REQUESTED TO ARRANGE APPOINTMENTS.

HOTEL: REQUEST TWO SINGLES AT BAUR AU LAC

SEPT 10 - MUNICH (EARLY A.M. FLIGHT TO MUNICH)

OBJECTIVES: (1) DISCUSS INTEGRATION OF S-BAHN, U-BAHN, STREETCARS, AND BUSES. (2) DISCUSS TRAFFIC MANAGEMENT POLICY INCLUDING AUTO-FREE ZONES AND TRAM AND BUS PRIORITY. (3) INSPECT TRANSIT SYSTEM, WITH EMPHASIS ON INTERFACES BETWEEN DIFFERENT MODES; AND KAUFINGERSTRASSE AREA.

CONTACT: PETER ENGELBRECHT AND ULI ZECH.

LATE P.M. FLIGHT TO BONN.

SEPT 10 - BONN

HOTEL: REQUEST 2 SINGLES AT KOENIGSHOF FOR 2 NIGHTS.

SEPT 11 - ALL DAY - BONN (DISCUSSIONS WITH MOT)

OBJECTIVES: (1) DISCUSS CRITERIA FOR SELECTING MASS TRANSIT ALTERNATIVES, (2) DISCUSS FEDERAL AND LOCAL ROLES IN FINANCING
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OF MASS TRANSIT, (3) RECEIVE BRIEFING ON STATUS OF FEDERAL R&D AND DEMONSTRATION PROGRAMS ON NEW URBAN SYSTEMS, THE RESULTS OF THE SNV EVALUATION STUDY OF NEW SYSTEMS, AND STATUS OF MBB, K-M, SIEMENS AND OTHER INDUSTRIAL RESEARCH ON AUTOMATED GUIDEWAY SYSTEMS, (4) DISCUSS TRAFFIC AND PARKING MANAGEMENT POLICIES INCLUDING BUS PRIORITY AND AUTO RESTRAINT POLICIES, AND (5) PROPOSED US-GERMAN EXCHANGE ON URBAN TRANSPORTATION. HERRINGER/ORSKI WILL BE PROPOSING A NEW ACTIVITY WITHIN FRAMEWORK OF US-GERMAN COOPERATIVE PROGRAM, FIRST BROACHED BY BRONEZ WITH MOT IN FEBRUARY.

PROPOSAL WOULD INVOLVE CAM 15 U.S. OFFICIALS (DOT/UMTA AND LOCAL CITY TRANSIT) MEETING WITH GERMAN COUNTERPARTS FOR 2/3 DAYS OF WORKING SESSIONS. SUBJECT AREAS FOR SEMINAR TO BE PROPOSED BY U.S. SIDE ARE I. IMPLEMENTING LIGHT RAIL SYSTEMS INCLUDING ECONOMICS OF CONSTRUCTION, OPERATION AND MAINTENANCE;

II. CRITERIA FOR SELECTING MASS TRANSIT ALTERNATIVES;
AND III. TRAFFIC AND PARKING MANAGEMENT POLICIES COVERING AUTO
RESTRAINT, AUTO-FREE ZONES, BUS PRIORITY.

SEPT 12 - LEAVE BONN AND VISIT COLOGNE, DUSSELDORF, DUISBURG,
ESSEN.

PARTY WOULD LIKE TO MEET WITH OFFICIALS OF THE STADTBAHNGESELLSCHAFT
RUHR AND TO VISIT THE LIGHT RAIL SYSTEMS AND AUTO-FREE ZONES OF
COLOGNE, DUSSELDORF AND ESSEN. PREFERRED MODES OF TRAVEL EN
ROUTE ARE COLOGNE-DUSSELDORF BY RAIL, DUSSELDORF-DUISBURG BY
S-BAHN RUHR, DUISBURG-ESSEN BY RAIL. TRAVELLERS WILL EMBARK ON
TRAIN FOR BRUSSELS FROM ESSEN. WHILE LEAVING PRECISE ORGANIZATION
OF THIS DAY TO EMBASSY, DOT ADVISES THAT MEETINGS WITH CITY OFFICIALS
IN ALL 4 TOWNS ARE NOT ESSENTIAL. HERRINGER/ORSKI WOULD LIKE TO TRAVEL

WITH AND/OR MEET OFFICIALS BEST ABLE TO PROVIDE MAXIMUM AMOUNT
OF INFORMATION ON ECONOMICS, PATRONAGE AND LEVELS OF SERVICE OF
LOCAL LIGHT RAIL SYSTEMS. APPOINTMENT WITH MR. BRAND, DIRECTOR
OF DUWAG-DUSSELDORF IS REQUESTED TO DISCUSS TRENDS IN LIGHT
RAIL EQUIPMENT.

SEPT 12 - BRUSSELS

HOTEL: REQUEST TWO SINGLES HOTEL AMIGO.

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SEPT 13 - ALL DAY - BRUSSELS
ENTIRE PROGRAM TO FOCUS ON LOCAL LIGHT RAIL SYSTEM.
CONTACT: DR. LEE ROGERS C/O UITP, TELEPHONE 733325.
P.M. LEAVE FOR PARIS BY TRAIN.

SEPT 13 - PARIS

HOTEL: REQUEST DOUBLE FOR M/M HERRINGER ONLY NIGHTS OF
SEPTEMBER 13-15 HOTEL ALEXANDER.

SEPT 16 - ALL DAY - PARIS

OBJECTIVES:

1. DISCUSSION OF BACKGROUND TO ABANDONMENT OF CERGY--LA DEFENSE
AEROTRAIN PROJECT, AND FUTURE PROSPECTS FOR AEROTRAIN.
2. CURRENT R&D DEVELOPMENTS, PARTICULARLY PRT-MATRA. MEETING
WITH RATP IS NOT RPT NOT NECESSARY.

M/M HERRINGER WILL DEPART ORLY AT 4:35 FOR LYON.

CONTACT: FRYBOURG, MINISTRY OF EQUIPMENT.

PLEASE SLUG REPLIES FOR DOT:TPI-42, ATTN: DE TERRA. KISSINGER

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